Lowering the roof of the aerobatic box at Sac-O-Grande would cause the following actions to occur:
1. Disbursal of all aircraft practicing aerobatics anywhere around the Class B outer ring. This will increase the probablity of mid-air collisions with student pilot training in the area. This will cause additional work on the controller because there is the possibility of 2 or more acro-aircraft in the air at the same time around the outer ring of the class B. Thus instead of one target in the same place all the time, there would be the possibilty of two or more anywhere around the ring. So the controler would have to vector his IFR traffic around this aerobatic traffic.
2. Forces the less experienced aerobatic pilot to practice off by himself at a higher altitude. Right now these pilots are under somewhat of the watchfull eye of a more experienced aerobatic pilot. Although we tend to force the new pilot to fly higher when they start learning aerobatics but usally not higher than 3000 ft.
3. Removes the second set of eyes on the ground for all levels of aerobatic pilot. Yes, evin with approach notified and the waiver filed there are occasional instances when we needed to call off the aerobatic pilot for seperation reasons.
4. Due to the nature of aerobatic flight the flight data information is useless for seperation. The radar sweep is around 7 seconds, in that time frame an aerobatic aircraft can be at a thousand feet different altitude and in a total different direction of travel. From the above statement you can see the problem that the controller is going to have keeping seperation minimums.
Additional comments;
5. Aerobatics are not performed at Sac-O-Grande when you have IMC conditions.
6. Are you really going to have Heavy Jets at 3000 ft 25 miles out when it is VFR? When you would need this airspace is for traffic stacking when the weather is bad. If the weather is that bad we wouldn't be flying. (And the neighbors think we are noisy).
7. Due to the aerobatic box location there is a runway directly underneath so if there is some sort of mechanical failure the pilot has a safe out. Instead of the county road of some unimproved field or worse leaving the airplane because he had no place to go.
8. The flight schools that use the area West of IAH are familiar with the operations at Sac-O-Grande and work well with us to keep the chances of a mid-air to a minimum.
9. Precision aerobatics is an olympic sport and is baised on planning and execution. Sac-O-Grand provides an arena to improve the skill level of all participating pilots in the Houston and surronding areas.

Thank you for the chance to reply,
Dan Clark

One of the users of the Sac-O-Grande aerobatic box.